

Amendments to the Specification:

Page 6, replace the paragraph, lines 1-19, with the following paragraph:

--Sensor device 20 is mounted in loading container 5 of the preceding storage car at its rear end 19 for continuously sensing the filling state so that it may determine a maximally acceptable height **h_{max}** of bulk material pile 18. In the preferred embodiment, the sensor device is a contactless laser distance measuring device 21 which continuously senses bulk material pile 18. However, the sensor device may take any desired form, such as an optical eye or a mechanically operated sensor. In the illustrated embodiment, loading container 5 further comprises a device 22 for measuring conveying path of the bottom conveyor band, which is indicated in FIG. 4 by arrow **w** shown in broken lines. The conveying path measuring device 22 is connected to sensor device 20, 21 in a circuit comprising central control 23 for automatically actuating drives 7, 13 for the bottom and transfer conveyor bands, power being delivered to the actuating drives from power source 24. Such a freight train has been disclosed and claimed in copending U. S. patent application Serial No. 10/622,292, filed concurrently and corresponding to Austrian GM 495/2002, filed July 23, 2002.--

Page 9, replace the paragraph, lines 6-19, with the following paragraph:

--After the storage car adjacent to, and rearwardly of, the first storage car in conveying direction 8 has been filled with the bulk material, front sensor device 25 in the next adjacent storage car automatically reduces the conveying speed mode D of the conveyor bands in that next adjacent car to storing speed mode S to repeat the loading cycle (see FIG. 3) until all storage cars 1 of freight train 15 have been filled. In this connection, it is advantageous to transmit the loading condition of the storage car being filled with the bulk material to a display 27 of control device 23 controlling the speed of conveyor bands 6, 10. Control signals from sensor devices 20, 25 are wirelessly transmitted to control 23, and display ~~23~~ 27 permits the optical viewing of the loading condition of the freight train at all times.--

Replace page 12 with the attached page containing the abstract of the disclosure.